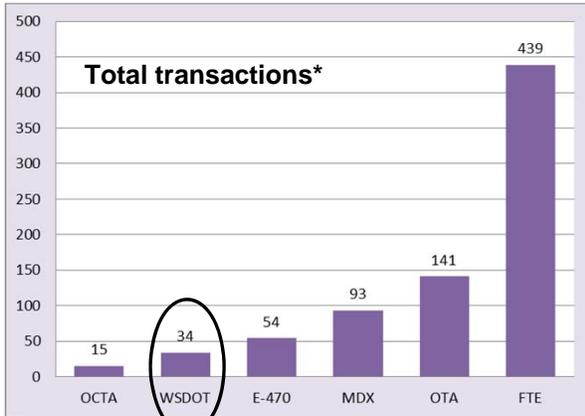


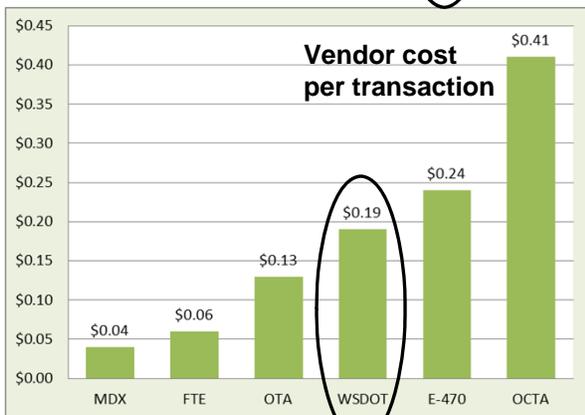
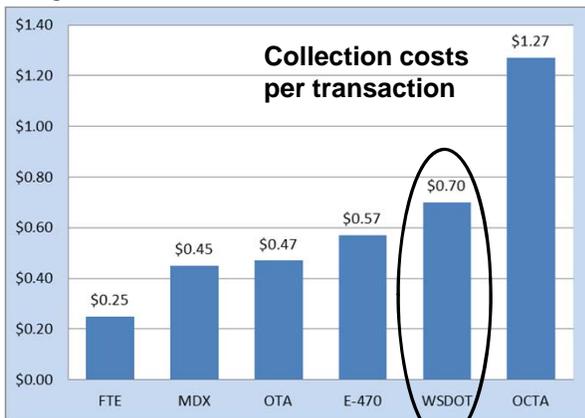
**Advisory Committee on Tolling and Traffic Management
Meeting 7, Nov. 1, 2012**

Comparison to Toll Facilities in Other States

Peer to peer comparisons are difficult because agencies categorize and count costs differently. These graphs are from peer agencies reported statistics. These are not apples-to-apples comparisons.



*Figures are in millions.



- WSDOT’s toll program is smaller than most of those in other state agencies.
- There are fewer economies of scale.

- WSDOT’s per transaction collection cost is somewhat higher because of fewer transactions.
- WSDOT’s figure includes all costs per transaction (cash collection as well) and facility insurance.

- WSDOT’s vendor costs are comparable to other state agencies.
- WSDOT’s figure represents customer service center costs.

WSDOT (Washington State DOT)
OCTA (Orange County Transportation Authority)
E-470 (Colorado Public Highway Authority)
MDX (Miami Dade Expressway Authority)
OTA (Oklahoma Transportation Authority)
FTE (Florida Turnpike Enterprise)

**Advisory Committee on Tolling and Traffic Management
Meeting 7, Nov. 1, 2012**

Comparison to Other WSDOT Toll Facilities

WSDOT's toll facilities vary in how they are financed, how tolls are collected, what tolls pay for, and how much revenue they generate.

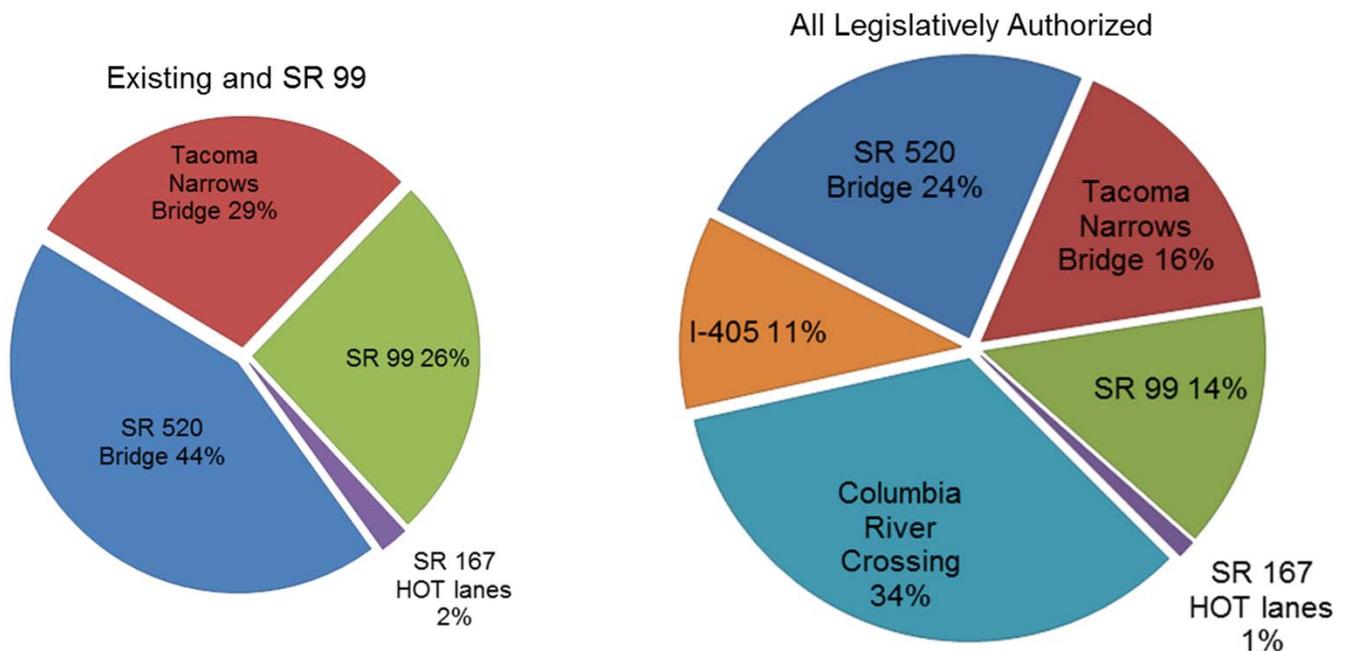
	Tacoma Narrows	SR 520	SR 167 HOT	SR 99 (planned)	I-405 ETL (planned)	CRC (planned)
Toll rate escalation	Increases in first 10 years to meet escalating debt	2.5 % thru FY 2016, 15% in FY 2017, then flat	Based on Traffic Conditions	None	Based on Traffic Conditions	TBD
Toll type	Fixed	Variable (Time of Day)	Dynamic (Real Time)	Variable (Time of Day)	Dynamic (Real Time)	Variable (Time of Day)
Collection type	<ul style="list-style-type: none"> • Good To Go! • Pay By Mail • Cash Booths 	<ul style="list-style-type: none"> • Good To Go! • Pay By Mail 	<ul style="list-style-type: none"> • Good To Go! 	<ul style="list-style-type: none"> • Good To Go! • Pay By Mail 	<ul style="list-style-type: none"> • Good To Go! • Pay By Mail 	<ul style="list-style-type: none"> • Good To Go! • Pay By Mail
Debt Type(s) and Issuance Date(s)*	<ul style="list-style-type: none"> • Motor Vehicle Fuel Tax bonds 	<ul style="list-style-type: none"> • Triple Pledge bonds (2011) • Stand-alone toll revenue bonds (2014) • TIFIA loan (2012) • GARVEE bonds (2012-13) 	N/A	<ul style="list-style-type: none"> • TBD (2014-16) 	<ul style="list-style-type: none"> • TBD (2017-20) • Possibility of including a TIFIA loan 	<ul style="list-style-type: none"> • TBD (2015-19) • Possibility of including a TIFIA loan
Interest rates (all debt types & maturities)	4.4-5.4%	2.0-7.5%	N/A	3-7% (projected)	5-10% (projected)	5-7% (projected)
Debt Structuring Assumptions	Relies on increasing toll rates	Does not rely on increasing toll rates after 7/1/16	N/A	Not expected to rely on increasing toll rates	Expected to rely on increasing toll revenue due to growth in traffic & dynamic tolls	Not expected to rely on increasing toll rates after 7/1/20
Facility O&M contribution	New Eastbound Bridge	Montlake to I-405	HOT Lanes	Tunnel	Express Toll Lanes	Bridge & Approaches
Facility R&R contribution	New Bridge	Montlake to I-405	Toll Equipment Only	Tunnel	Express Toll Lanes	Bridge & Approaches
Projected annual toll transactions (FY 2020)	18 million	27 million	1 million	13 - 16 million	5 - 22 million	37 - 50 million
Projected annual gross revenue (FY 2020)	\$114 million	\$95 million	\$1.4 million	\$25 - 41 million	\$6 - 21 million	\$117 - 135 million

* To be determined by the State Finance Committee / Office of the State Treasurer

**Advisory Committee on Tolling and Traffic Management
Meeting 7, Nov. 1, 2012**

Comparison to Toll Costs Allocations Among WSDOT Toll Facilities

Customer Service Center and State Operations
(Projected Values in FY 2020)



- If the SR 99 tunnel is the only new facility in WSDOT’s system, then its projected share of toll collection costs is 26%.
- If all the facilities that are currently authorized for tolling were in operation, total costs would increase, but the SR 99 tunnel’s share would shrink to 14% of the total.

How are shared statewide toll program costs allocated between facilities?

- The pie chart on the right represents a greater number of facilities, and therefore a higher cost overall.
- Statewide customer service center costs are shared based on percentage of non-cash transactions at each facility.
- Most state oversight costs are allocated to each facility based on that facility’s share of system-wide transactions.

Advisory Committee on Tolling and Traffic Management
Meeting 7, Nov. 1, 2012

Comparison Between Annual I-90 and SR 99 Tunnels O&M Costs

	I-90 Tunnel Actual	SR 99 Tunnel Projected
Tunnel operations	\$329,301	\$79,004
Tunnel maintenance	\$1,353,874	\$1,625,815
Roadway	\$536,000	\$624,037
Signals	\$227,448	\$0
Structural maintenance	\$66,500	\$46,780
Incident response	\$465,500	\$211,192
Preservation inspections	\$110,000	\$95,377
Tunnel data systems	\$129,000	\$123,536
Transportation equipment	\$0	\$0
Utilities	\$517,127	\$494,260
Total	\$3,734,289	\$3,300,000

Figures are in 2012 dollars.

Below are some of the features that were accounted for when drafting the SR 99 tunnel O&M estimate:

- The SR 99 tunnel will be centrally controlled from WSDOT's NW Region. This lowers the number of tunnel operators but slightly increases the electrical maintenance staff. This remote operation also requires more electronics than in the I-90 tunnel.
- The SR 99 tunnel does not have a full shoulder, thus much of the maintenance work requires the closure of one lane of traffic. This increases the traffic control cost associated with maintenance.
- There will be fewer generators in the SR 99 tunnel than are currently in the I-90 tunnel.
- The SR 99 tunnel has more pumps than the I-90 tunnel.
- The SR 99 tunnel has larger extraction fans than the I-90 tunnel, but the total quantity of supply and exhaust fans in the I-90 tunnel is greater.
- The SR 99 tunnel has an emergency exit at 650-foot intervals and an egress passageway over its 1.5-mile length. The I-90 tunnel has very few emergency exits and no egress passageway.
- Several staff positions will be shared between the SR 99 and I-90 tunnel.

Advisory Committee on Tolling and Traffic Management
Meeting 7, Nov. 1, 2012

SR 99 Tunnel Ownership Cost: Repair and Replacement

	Component Value	Annual Replacement*
Fire/Life/Safety	\$33,490,000	\$1,252,453
Electrical	\$59,900,000	\$750,183
Tunnel structures	\$48,600,000	\$684,494
Communications	\$21,730,000	\$585,831
Portal buildings	\$20,000,000	\$559,850
HVAC	\$15,500,000	\$487,190
Total	\$199,220,000	\$4,320,000

Figures are in 2012 dollars.

Key assumptions: 2.5 percent inflation and life cycle timeframe and costs for key tunnel components and systems.

**These costs vary per year, depending on when system components come to their individual life cycle repair or replacement point. These figures represent an averaged annual cost over time for planning purposes.*